

*Line a8* > Abstract

A fuel injector, in particular a high pressure injector for direct injection of fuel into a combustion chamber of an internal combustion engine having externally supplied ignition and mixture compression, is characterized in that a valve needle (20), which is movable axially along a longitudinal axis of the valve, has a specially designed valve closing section (28) on its downstream end. To open and close the valve, the valve closing section (28) works together with a fixed valve seat (27). Swirl-producing means (47) are arranged upstream from the valve seat (27) while a flattened face (29) running perpendicular to the longitudinal axis of the valve is provided on the downstream end of the valve closing section (28) downstream from the valve seat (27).

(Figure 3)

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(54) Title: **FUEL INJECTION VALVE**

(54) Bezeichnung: **BRENNSTOFFEINSPRITZVENTIL**

(57) Abstract

The invention relates to a fuel injection valve, especially to a high pressure injection valve for directly injecting fuel into a combustion chamber of a mixture-compressing, spark ignited internal combustion engine. The inventive fuel injection valve is characterized in that a valve needle (20) which can axially move along a longitudinal axis of the valve comprises a specially constructed valve closing section (28) which is situated at the downstream end of the valve needle. The valve closing section (28) interacts with a fixed valve seat (27) in order to open and close the valve. Swirl generating means (47) are arranged upstream from the valve seat (27), whereas a flattened area (29) which runs perpendicular to the longitudinal axis of the valve is provided downstream from the valve seat (27) at the downstream end of the valve closing section (28).

